

REMARKABLE ACTIVITY IN INDUSTRIAL AND WAREHOUSE PROPERTY

BUILDING FIGURES
SHOW WASHINGTON
IN DECREASE LIST

Capital One of Seventeen That Have Failed to Show Values Increase.

Boston Shows Greatest Gain Outside of San Francisco, Which Is Rebuilding.

According to the building statistics for 1906 collected and about to be published by the Geological Survey covering forty-nine principal cities of the country, Washington is one of seventeen showing a decrease in value of buildings erected. The others are Allegheny, Baltimore, Brooklyn, Cambridge, Chicago, Cincinnati, Columbus, Indianapolis, Kansas City, Milwaukee, New York, Omaha, Pittsburgh, Providence, Reading and Scranton.

The smallest decrease, 1.55 per cent, was in Scranton, while the largest, 12.95 per cent, was in New York. No general reason can be assigned for the decline in cost of building in these cities, but local strikes, high cost of labor and material, high rates for money, and overproduction of buildings in 1905 are mentioned among the causes.

Decrease in Permits.

The total decrease in number of building permits was from 185,555 in 1905 to 180,574 in 1906. The total cost of buildings erected under these permits, however, increased from \$44,620,873 to \$47,710,589, a gain of 5.29 per cent. Although this is a large increase, it is nevertheless much smaller than the increase in 1905 over 1904, which was \$18,960,896.

The largest increase was at San Francisco. The great destruction wrought by the earthquake and fire of April 18, 1906, produced an abnormal condition in that city and the figures from May 19 to December 31 show that permits were issued to erect buildings to cost \$34,227,396, an increase of \$16,658,644 over the figures for 1905.

The largest where normal condition prevailed was shown by Boston, \$10,659,294, while Kansas City, Kan., showed the largest proportional gain, 20.07 per cent. Seattle, Richmond, Va.; Atlanta, St. Joseph, Toledo, Syracuse, New Haven, Worcester, Cleveland, Jersey City, St. Louis, Detroit, and New Orleans also showed large gains, ranging in order named from 7 per cent to 25 per cent.

New York Still Foremost.

Notwithstanding its big loss, New York is still the foremost city in the United States in cost of building operations, reporting more than twice as much as the next city (Brooklyn). The cost of the buildings in these two cities constitutes more than one-third of the total reported in the forty-nine cities.

On the basis of one building to a permit, the average cost of each building in 1906 was \$3,768, against \$3,469 in 1905, and \$3,337 in 1904.

ASKS FORECLOSURE
OF BIG MORTGAGE

Morton Trust Brings Suit
Against Metropolitan
Street Railway.

NEW YORK, Nov. 9.—Foreclosure of a mortgage held by the Morton Trust Company, trustee, against the Metropolitan Street Railway Company is sought in a suit begun in the Federal circuit court today. The mortgage was given in 1902 to secure a bond issue not to exceed \$65,000,000, and the trust company says \$16,000,000 in bonds were actually issued to take up the bonds of consolidated railroads, among them the Third Avenue line.

The bonds were not to be payable until 2002, but the trust company says interest and lease rentals have been defaulted. It claims all property leased by the Metropolitan to the New York City Railroad Company is subject to the mortgage, and wants an accounting and a decree establishing the validity of the mortgage holders' lien upon all railroads, privileges, franchises, improvements, additions, and other properties included among the Metropolitan holdings.

Judge Lacombe permitted the filing of the suit and made the receivers of the Metropolitan parties to the action. Thomas F. Ryan is the leading spirit in the Morton Trust Company, and the beginning of the forced-suit is accepted in financial circles as marking merely another development in the warfare between Ryan and August Belmont.

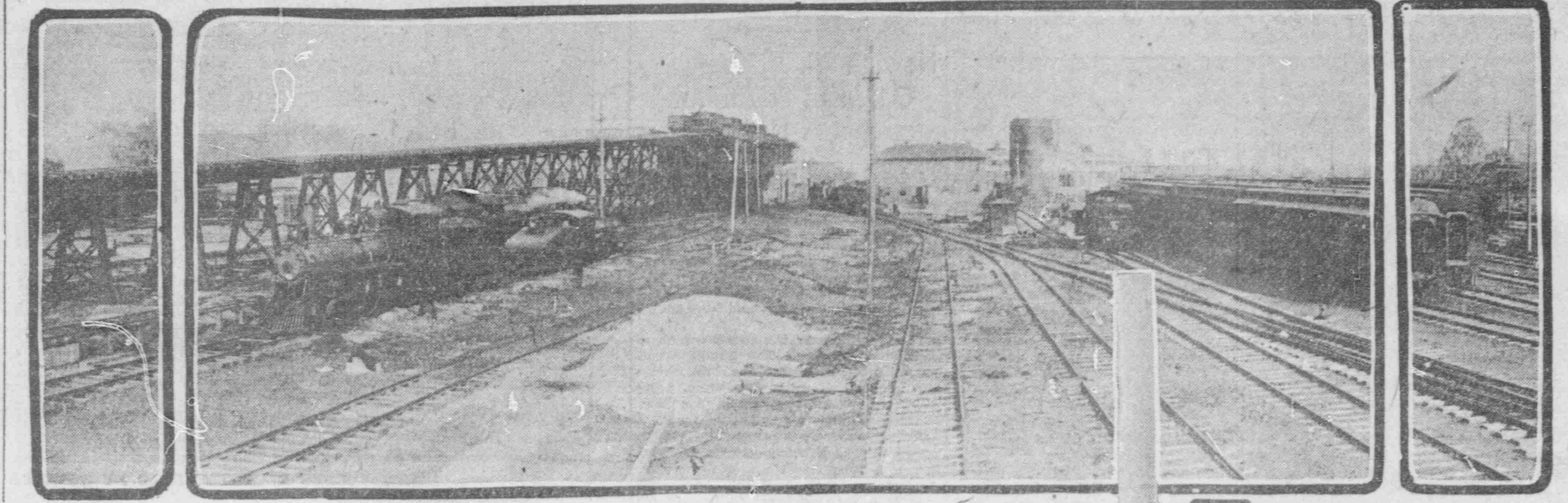
A TRIFLE MIXED.

A member of the school board of Cleveland, Ohio, was once addressing a class in the poorer quarter of the city, when he touched upon the beauties of friendship. "Friendship, boys and girls," said he, "is a thing to be cultivated and practiced by all of us. Read and ponder the stories of the great friendships of sacred and profane history. Take them for your models—David and Jonathan, Damon and Pythias and Scylla and Charybdis."

Of course the failure to give the name of this eloquent official may be looked upon by the members of the school board as a slip. But let them be so. A story along similar lines has been told before. If we remember right the last time we heard the tale the names of those fast friends, "Alpha and Omega," were substituted for "Scylla and Charybdis."—From Harper's Weekly.

GREAT INDUSTRIAL GROWTH
AROUND CAPITAL OF NATION

NEW ROUNDHOUSES AND MACHINE SHOPS OF BALTIMORE AND OHIO IN WEST ECKINGTON.

CHICAGO PACKERS
PLAN FOR GREAT
IMPROVEMENTS

Big Power Plants and
Storage Houses Soon
to Be Built.

Recent large deals in property for industrial and warehouse purposes have awakened many Washington real estate men and other business men to a realization that the Capital is developing remarkably fast not only from a residential standpoint, but also from an industrial one, and that transactions in sites for factories and warehouses near the railroads are bound to become more and more numerous. Industrial Washington is not only a thing desired by many, but it is actually here, as a cursory glance at recent developments must demonstrate.

One of the largest recent deals is the purchase by Swift & Co., the big Western packers, of a site for an ice manufacturing plant and a cold storage warehouse. Through T. C. Daniel, of the Eckington Improvement Company, this company last week purchased lots 1 to 6, 26, 35, and 40 in square 122, in the block bounded by L, M, and First streets northeast, and the tracks of the Baltimore and Ohio railroad. On this ground the company will erect a plant, which, when completed, will represent a total investment of about \$300,000.

Before making the purchase, Swift & Co. carefully considered all possible sites and finally made the selection on account of the adequate railroad facilities afforded by the Baltimore and Ohio's improvements in this section. Not only are the freight yards nearby, but the main tracks themselves lie adjacent to the property and it will be possible to run cars directly into the warehouse, saving the long haul to the refrigerator now necessary.

\$750,000 in Lots Sold.

More than \$750,000 worth of lots have recently been sold by the Eckington Improvement Company for business establishments at this point and near the railroads' terminals in Eckington, one of the great objects of the buyers being to get on the railroad tracks in order to save a double haul.

The following lots are among those sold: Lots 11 to 21, square 712, for Annie E. Johnson; north half of lot 40, for Miss O'Toole; south half of the same, for Flinn & Connor, trustees; lots 75 and 76, for Lendall Connor; lot 80, for Henry O. Middleton; lot 81, for Andrew J. Green, and lots 82, 83, and 84, for Mr. Clark.

James S. Topham also recently purchased, through the office of the Harrison Realty Company, a plot of ground at the northwest corner of Eckington place and Q street, just opposite the elevator and warehouse of the Hoge & McDowell Company. Last week he commissioned Paul J. Pelz to draw plans for a factory building, 52x108 feet in dimensions, and has already contracted for the excavation work to commence at once. This factory will be two stories in height at first, but is being designed with eighteen-inch walls so that it may be increased to a four-story building when additional space is needed for the growing business.

Will Have Own Power Plant.

The Topham factory will have its own power plant, probably using a gas engine for generating electricity. Entirely new machinery has been ordered, as the plan of the company is to make a completely up-to-date plant. The company has just received an order from the Government for several thousand trunks. Its business also extends over the entire country, and it has a considerable export trade, so that enlarged quarters at an early date are imperative. The growth of this industry is a fine example of what almost any manufacturer may do in the Capital.

The opinion of Washington Topham, one of the members of the firm, on opportunities for manufacturers in Washington is especially timely, for he has made a decided success. Mr. Topham is one of the most enthusiastic advocates for an industrial city, but he does not believe in sacrificing residential beauty for this purpose. He thinks that there is no need to fear any destruction of the city's present attractiveness as a place of residence by the introduction of a much greater volume of manufac-



Power, Heating, and Vacuum Cleaning Plants of the Baltimore & Ohio Now Building in Eckington Yards.

turing. In order to demonstrate this the architect for the new factory in Eckington has been instructed to make a pleasing building and one that will add attractiveness to the surrounding property rather than detract from it.

The Baltimore and Ohio Railroad has already spent hundreds of thousands of dollars in erecting ideal round houses in West Eckington, making one of the most complete terminal plants in the country. Most of this work has been completed, and is now in use, but one large section containing a turn-table and stalls for twenty-five engines is now on the point of completion, and will be put into service shortly. This plant covers a wide extent of ground and has been made to include the latest features of railroad construction. It is well worth one's time to make the place a visit in order to learn how well such a great corporation as the Baltimore and Ohio Railroad has improved

the opportunities afforded by good industrial sites in the District.

The railroad's other improvements in Eckington are also noteworthy. Under construction and now nearing completion are two large plants to be used as power houses and in connection with the cleaning and repairing of passenger coaches. The advancing development in this section, with tall chimneys, factory buildings, and warehouses under construction, is giving Washington a decidedly busy aspect.

The Schilling Brewing Company has commenced excavation for a warehouse

on the railroad tracks in the block between R and Randolph streets. The new warehouse of the National Biscuit Company, recently leased by John Miller to the company for a five-year period, is one of the best examples of a locally located warehouse in the city. In the square bounded by Randolph, Fourth, and S streets, it occupies a floor space of 20,000 feet.

Truck service directly into the warehouse does away with all hauling to and from cars. Four freight cars can be accommodated at a time. H. H. Lydane, manager of the company, is very much pleased over the new quarters, and predicts that other large shippers must necessarily follow his example and build on the tracks.

Warehouse construction in this section seems on the verge of a large increase. At a recent meeting of the wholesale trade committee of the Chamber of Commerce the question of the necessity of further warehouse facilities near the railroads was fully discussed. It was agreed that the large shippers of the city must have better facilities and that the erection of warehouses directly on the railroad must be encouraged.

Eckington is not the only section of the city that is developing industrially. Southwest Washington and Georgetown are also showing the present activity.

The proposed cold-storage warehouse and ice plant to be erected at Twelfth and F streets southwest is situated so as to be close to the wharves and the railroad at the same time. Loading and unloading is to be accomplished directly in both cases, and a spur track is to be run in, and direct connection with the wharves is to be made.

In Georgetown the extension of the Metropolitan Branch of the Baltimore and Ohio down Water street and the construction of a terminal and docks will add greatly to the industrial and commercial facilities of this section.

Quarry Near Georgetown
May Be Sold by Frazier

Philadelphia Wants \$1,000 an Acre for Seventy-Acre Tract—Ice Plant
Brought \$10,000.

It is said that there is a deal pending for the purchase of the seventy-five-acre tract of land belonging to W. W. Frazier, of Philadelphia, Pa., lying about a mile west of Georgetown, along the Great Falls railway. Mr. Frazier has been asking \$1,000 an acre for this property, and it is understood that the sale pending will involve a sum in the neighborhood of \$75,000.

The tract has a wide frontage on the Canal road, and extends nearly to the Chain bridge. The tracks of the Great Falls Electric Line divide the property. The tract is regarded as valuable for quarrying purposes, and great quantities of stone have been taken from it in the last several years.

The names of the parties negotiating for the tract have not been divulged, but they are thought to be stone contractors.

Harry T. Palmer and Ernest Utterback, joint owners, have sold to Isaac E. Shoemaker, the two-story brick dwelling 3421 Q street northwest. This is one of the houses in the row built some years ago, by Robert D. Weaver and Charles B. Pearson, for the accommodation of the drivers and conductors on the old horse cars, when the

MANY DWELLINGS SOLD
BY MOORE & HILL CO.

The Moore & Hill Real Estate Company reports a good business last week. The following sales of dwellings are among those recently made by that company: For S. Morris Pool to Benjamin Washington, 358 S street northwest; for Charles W. Ripley to J. W. Johnston, 221 Twelfth street northeast; for Emma R. Tabler to Arthur Brunmet, 618 C street northeast; for George L. Carter to William McGrath, 28 New York avenue; to William H. Hallen, Jr., 122 D street northeast; for John P. Spindle to Horace G. Harding, 1523 Tenth street northwest; to Mrs. Sallie J. Lord, 127 E street southeast; to Edward E. Blizard to B. E. Parker, 1208 Thirteenth street northwest.

HOW PADEREWSKI WORKED IT.

During the last visit to this country of Paderewski, the pianist was interviewed by a young woman newspaper reporter who was anxious to get a good "story" out of the Pole's early struggles.

"I have heard that you had a pretty hard time making both ends meet in your youth," said the young woman inquiringly. "Would you mind telling me how you kept the wolf from the door?"

"Not at all," replied the Pole, with a grim smile. "I did most of my practicing at home!"—Harper's Weekly.

Real Estate Transfers Recorded

American University Heights—Benjamin F. Leighton and C. C. James, trustees, to J. Clarence Welch, lot 8, block 1; lots 2, 7, 8, 34, 35, block 3; lots 2, 10, 12, 15, 17, 21, 22, 23, 32 to 36, 47, 48, 56, 57, 62 and 63, block 4; lots 10, 11, 17, 18, 19, block 5; lots 1, 6, 7, 13, 14, 27, 28, 31, block 6; lots 15, 17, 23 to 28, 31, 32, 40, 41, 42 to 55, block 7; lots 7, 8, 13, 16, 21 to 24, block 8; lots 1, 21, 22, 23, 24, 25, block 9; lots 17 and 18, block 10; lots 2 to 10, 15, 16, 27 to 31, 34, 35, 36, block 12; lots 1 and 5, block 13; lots 4, 5, 14, 15, 17 to 21, block 14; lots 6, 7, 17, 18, block 15; lots 15, 16, 22, 23, 27, 45, 46 to 49, block 17; lots 5, 6, 17, 18, 27, 28, block 18; lots 4, 5, 16, 17, block 19; lot 1, block 20; lot 2, block 21; lots 2, 3, 4, 6, 7, 21 to 24, block 22.

Property to Edmund K. Fox, trustee, \$10.

Mount Pleasant—Laura V. Hughes to Robert E. and Rosalie C. Doyle, lot 182, \$10.

Mt. Pleasant—George Koehler et ux. to Charles J. Groseclose, lot 439, \$10.

Barry Farm—W. Walton Edwards et ux. to Mary Diggs, part lot 13, section 9, \$45.

Addition to Le Droit Park—Abner Greenleaf to Alton N. Huttel, lot 63, square 53, \$10.

Carroll street southeast, between First and Second streets—Richard M. Little et ux. to Wallace D. McLean, lot 33, square 72, \$10.

O street northwest, between Twelfth and Thirteenth streets—Bernard J. Lennon to Mary L. Lennon, part original lot 12, square 280, \$10.

Dobbin's Addition—Harry Wardman to Glenn C. Dorsey, lot 34, block 19, \$10.

Van street southwest, between Third and Fourth streets—Louis A. Johnson to Ellen C. Duvall, lot 83, square 540, \$10.

South Carolina avenue southeast, between Sixth and Seventh streets—John E. Briggs et ux. to Robert H. Smith, lot 25, square 375, \$10.

535 Pickford place northeast—James P. Shick to Mervin J. Atkinson, lot 165, square 913, \$10.

Fourteenth street northeast, between F and G streets—John L. Edwards et ux. to John E. Mergner, lot 110, square 1028, \$10.

P street northwest, between Thirtieth and Thirty-third streets—Thomas A. Brown et al. to Alice, Joshua, Perry

W. and Charles W. Brown, and Laura H. Hoyer, convey same property to Christine Kehl, \$10.

Navy place southeast, between G and I streets—Mary H. Dels et vir, Philip H. to Clarence D. Kefauver and Oliver F. Kefauver, lots 114 to 119, square 878, \$10.

Sixth street northwest, between D and E streets—Clarence D. Kefauver et al. to Mary H. Dels, lot 114, square 878, \$10.

Seventh street southeast, between G and I streets—Henry C. McCauley et al. to George W. Talbert, lots 56 and 57, square 467, \$10.

Seventh street southeast, between G and I streets and Eleventh street south-east, between M and N streets—John H. McCauley et ux. to George W. Talbert, all interest in lots 56 and 57, and part lot 58, square 878, and south half lot 11, square 1000, \$10.

Eleventh street southeast, between M and N streets—Henry C. McCauley et al. to George W. Talbert, south half lot 11, square 1000, \$10.

Twenty-fifth street northwest, between K and L streets—Nathan S. Hamilton to George A. King, lot 23, square 15, \$10.

Manor Park—William M. Terrell, trustee, to A. C. Mayes, lots 25 and 26, square 3375, \$10.

1748 Q street northwest—Adolph A. Hoehling et ux. to Ellen Riley Harrison, lot 238, square 156, \$10.

Thirty-second street northwest, between M and N streets—William A. Gore, trustee, to National Metropolitan Fire Insurance Company, part lot 11, square 1208, \$5,250.

1520 Eighth street northwest—John F. Brazier to Minnie Cassell, half interest in lot 28, square 297, \$10.

1644 Tenth street northwest—Abbie L. Chavis et vir, Charles C. to Thomas A. Johnson, one-third interest in lot 24, square 236, \$10.

Sixth street northeast, between F and G streets—Zeno B. Rabbitt to John N. Akerman, lot 76, square 834, \$10.

Massachusetts avenue northwest, between First and Second streets—Charles J. Murphy, trustee, to Dennis Brown, part lots 4 and 5, square 561, \$3,320.

Chillum Castle Manor—W. Prestor Tilton to John H. Fisher, part lot 10, John H. Fisher et ux. convey same property to the Federal Realty Company, lot 10, \$10.

Fourth street southeast, between H and G streets—Alice M. Van Nest et vir, Garret B., to Frank P. Hayden, part original lot 9 and 10, square 822, \$10.

North Columbia Heights—John S. Buckley et ux. to Augusta A. Hyman, lots 16 and 17, block 1, \$10.

West End—Andrew W. Lukel et ux. to Mary L. Doleman, lot 89, block 4, \$10.

Holmead estate—Louise J. Sanford et vir, Don A., to Henry R. Wasser, part lot 23, block 44, \$20.

Manor Park—William M. Terrell, trustee, to Leo P. Friesner, lots 6 to 11, square 2373, \$10.

221 Eighteenth street northwest—Flora B. Jacobs to Annie L. Addison, lot 88, block 8, Washington Heights, \$10.

Le Droit Park—Charles W. Downing et ux. to Austin H. Reynolds, lot 23, block 5, \$10.

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Or do you pay it into the coffers
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Home that will soon be your own
Or are you drudging away
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children that you provide a home when your declining years are
to be spent in peace and happiness.

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